

TECHNICAL BULLETIN #64

Item #1 Airtec Confirms “Lifeing” for CYPRES

Airtec GmbH, makers of the CYPRES Automatic Activation Device, have confirmed that they will be 'lifeing' their popular device at 12 years. From the data gathered from hundreds of units during the 8-year maintenance cycle, Airtec has concluded that a 10-year factory maintenance will not be necessary.

According to their parts manufacturers, some of the vital, primary components of the CYPRES have a restricted time use. Replacement of these parts is not possible due to technical as well as economical reasons. From analysis of older CYPRES units, Airtec has decided that in accordance with their quality standards, a twelve year life is maximum.

Upon reaching the age of 12 years, a CYPRES unit should no longer be used. The lifetime of a CYPRES is 12 years from the original date of manufacture, Plus a maximum of 3 months.

The first CYPRES units will reach the age of 12 years in January, 2003.

Item #2 Riggers Packing CYPRES Equipped Rigs

There have been a number of instances reported which cite improper installation, incorrect materials and rigging practices on equipment fitted with the CYPRES AAD. Riggers working on equipment which has an AAD installed must be able to recognise whether it has been installed correctly - and they must have the proper materials to work with.

CYPRES AAD's require that the unit be placed in a specific location in the container. The placement of the control unit, the cutting device(s) and cables are also important for correct operation of the device.

A Packer's Kit, which includes a manual, closing loop material, a temporary pin and a bottle of silicone for lubricating the loops is a "must" for riggers who work on CYPRES equipped rigs. These kits are available from Airtec, SSK, ParaGear and all CYPRES dealers for approximately \$30US.

Item #3 Main Riser Testing on Rigging Innovations

Rigging Innovations recommends inspection of main risers manufactured prior to January 2000. During 2000, a couple of instances of a riser locking loop pulling free occurred because of a missing bar-tack. Although main risers are not a certified component this type of failure could cause critical problems if happening during deployment.

Service Bulletin # SB-1538, which describes a method of identifying, testing and marking main riser loops, is available from Rigging Innovations by calling (520) 466-2655 or email at ri@primenet.com

Rigger's Questionnaire on Currency

The T&SC is planning on publishing a list of current riggers in CanPara. If you consider yourself to be a current and active rigger, have the "continuous" endorsement, and wish to have your name included on this list please return the following information.

- Do you wish to be included in a 'current" rigger's list to be published in CanPara?
[] yes [] no
- Do you inspect, repack and recertify sport reserve parachutes other than your own?
[] yes [] no
- Do you inspect, repack and recertify pilot emergency systems on a regular basis?
[] yes [] no
- Do you normally inspect, repack and recertify more than 10 reserve systems each calendar year?
[] yes [] no
- How many reserve systems did you inspect, repack and recertify during 2000? _____
- When did you last attend:
 - a rigger course? _____
 - a rigging seminar? _____
 - a PIA Symposium? _____

Name: _____

Address: _____

City: _____ Province: _____ Postal Code: _____

Phone No.: _____ e-mail Address: _____

Rigger's Certificate No.: _____ Seal Symbol: _____

Return to the following address prior to 2001/06/30:

CSPA T&SC
Box 47537, RPO Austin Ave.
Coquitlam, BC V3K 6T3